

THIRTY DOLLARS
PER ANNUM.

Intimations.

\$4.50 per Cask of 375 lbs. Net ex Factory
 \$2.80 per Bag of 250 lbs.
 SHEWAN, TOMES & CO.
 General Managers.
 Hongkong, 8th February, 1900.

MANDOLAS, ZITHERS, CLARINETS,
LANE, CRAWFORD & Co.

Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

MENT & AGENCY CO., LD.
Hongkong, 8th May, 1900. [21]

Wholesale:—W HIBBERDINE, 50, Queen's Road Central, Hong Kong.

1000

[illegible]

Today's Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st June, 1900. [671b]

GYMKHANAS.

THE SECOND MEETING of this Season will be held TO-MORROW, the 2nd instant, at HAPPY VALLEY. Weather permitting. Hongkong, 1st June, 1900. [718b]

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY

MR. H. F. POLLOCK, Barrister-at-Law.

To be obtained at the OFFICE of This Paper. PRICE 30 CENTS. Hongkong, 1st June, 1900.

NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE" IN HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper. PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG," Captain Bathurst, will be despatched for the above Port on SUNDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LIPPAK & Co., General Managers.

Hongkong, 1st June, 1900. [714b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above on MONDAY, the 4th instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st June, 1900. [687b]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ACARA," Captain ... will be despatched for the above Port on or about the 15th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1900. [715b]

NOTICE TO CONSIGNEES.

STEAMSHIP "AFGHANISTAN" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 1st June, 1900. [717b]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, SINGAPORE AND MANILA.

THE Steamship

"LIVE," Captain ... having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1900. [716b]

Today's Advertisements.

FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which resulted in the Appointment of the above named COMMISSION are respectfully requested to assist the Commission in the conduct of its enquiries by communicating in writing as early as possible all facts within their experience bearing on the question of the Rise in Price of Provisions in the Colony. List of Prices paid for the more Ordinary Articles of Food produced locally, as for Example, Bread, Flour, Rice, Fish, Beef, Mutton, Eggs, Poultry and Game, Vegetables and Fruit, at various Periods during the last Five Years will be extremely valuable. Similar Lists showing the Prices at different times of Wood, Coal, Charcoal and Oil will also be of value.

All Persons who feel themselves in a Position to throw any light on the subject either as regards the fact of the Rise in Prices or as to the cause or causes thereof are respectfully requested to communicate with the Undersigned in writing or, if they prefer it, to tender themselves for examination as witnesses.

JNO. J. FRANCIS, Chairman.

Hongkong, 30th May, 1900.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP & SPOONS.

THERE will be a COMPETITION for the above TO-MORROW, the 2nd instant, at 3 P.M.

Ranges—600, 700 and 800 yards. Conditions as usual. Weather permitting. MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 1st June, 1900. [47]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the Colony for 1900-1901 will be OPEN to Inspection at the TREASURY for Twenty-one days, commencing on MONDAY, the 4th June, 1900.

By Command, F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th May, 1900. [719b]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET. CHATEAU RAUZY and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 1, 1900.

NOTES AND COMMENTS.

The War.

The occupation of Pretoria, which by the courtesy of Major General GASCOIGNE, the Officer Administering the Government, we were enabled to announce last night, may be said to have practically brought the war to an end. We do not mean to say that there will be no further fighting, for there will doubtless be numerous bodies of desperate men who have fled to the hills, and who will require to be hunted down and disbanded before the country can be once more in a peaceful state. But we do not think that the British troops will meet with any further combined resistance, and thus, with the capture of the capital of the Transvaal and the flight of President KRUGER, the back of the task before us may be said to have been broken.

The news was received in the town yesterday evening with the greatest enthusiasm, and everybody was praising "Bobs" and his men for the wonderful celerity with which they have pushed on to Pretoria. Indeed Lord ROBERTS' advance can best be described as a triumphal progress the whole way, and should prove an object lesson to future British commanders.

At first many were ready to grumble at what they called the inexplicable delay in the advance, but it is now easily to be seen that Lord ROBERTS had his wits well about him, and attended to every small detail, seeing all preparations completed before starting work, in order that he might be able to carry matters through in one act, without the necessity of frequent halts to await supplies and reinforcements.

Pretoria, the point where the British troops were to be swept off the face of the earth by thousands, has apparently fallen without more than a feeble show of resistance, for accounts of the defences of the place show that had the Boers intended to defend it, a long and probably a costly siege would have been the result. But for this they apparently had no stomach, and the vaunted stronghold of the Transvaal has been allowed to fall into our hands without a fight worthy of the name.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

THE TROUBLE IN THE NORTH.

THE POSITION CRITICAL.

GUARDS SENT TO PEKING.

[From Our Own Correspondent.]

TIEN-TSIN, 31st May.

The position is critical in the vicinity of Peking. Three hundred men left here to-day for the Capital, to guard the Legations and foreigners.

Received 11.30 a.m. Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

LORD ROBERTS' ADVANCE.

AT JOHANNESBURG.

LONDON, May 30th.

Lord Roberts wires that he arrived at Germiston on the evening of the 28th inst., without being seriously opposed, and proposed to enter Johannesburg the next day at noon with all his troops. Lord Roberts expects no opposition to his entry.

NAVAL.

The British forces occupy strong positions commanding Majuba Hill and Laing's Nek.

LORD ROBERTS' ADVANCE.

ADVANCE GUARD WITHIN TWO HOURS OF PRETORIA.

KRUGER FLED.

Reuter's correspondent at Pretoria 30th inst., says that the British officers at Johannesburg are dictating the terms for the surrender of the city. The advance guard of the British force is half way to Pretoria. President Kruger has gone to Watervalboven.

PRETORIA OCCUPIED.

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A Boer Commando has arrived at Koomatipoort.

GENERAL.

FRANCE.

General de Gallifet has resigned the ministry for war, on the grounds of ill health. General Andre replaces him.

LATER.

RESULT OF THE DERBY.

1.—Diamond Jubilee.

2.—Simondale.

3.—Disguise.

THE WAR.

General Hildyard has occupied Utrecht, and General Clerly is bombarding Laing's Nek.

ANNEXATION OF THE FREE STATE.

The annexation proclamation has been read at Bloemfontein. The name of the country henceforward is "The Orange River Colony."

WEATHER REPORT.

The Observatory report says:—

On the 1st at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. Pressure is highest over Japan, with slight gradients for E. winds on the China coast. FORECAST:—Moderate E. winds fair.

LOCAL AND GENERAL.

The master of the steamship *Afghanistan* reports passing the ship *Cedarbank*, 150 days from Cardiff, in Lat. 19.44 N. and Long. 116.16 E., all well.

The departure of the S. S. *Nippon Maru* via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu has been postponed until 9 a.m. to-morrow.

We are informed that if fine, there will be a Trooping of the Colour by the Hongkong Regiment on the new Parade Ground, close to Morris Barracks, on Whit Monday at 6 p.m. Seats will be provided for Europeans.

WHAT is Hongkong coming to? This morning our manager was asked to kindly oblige a gentleman with five British dollars in exchange for a five dollar note, because the *Post Office* couldn't change so large a sum!!! Poor bankrupt Post Office!

We understand that it has been decided to add another Battalion to the Royal Welsh Fusiliers, in consequence of which five Colour Sergeants of the Battalion stationed here have been ordered to proceed home as soon as possible, three being detailed for the Militia, and two for duty at the Regimental Depot at Wrexham.

The Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:

PROGRAMME.

1. "March" (by the Band of the North). 2. "Overture" "Sunlight and Shade" (Parker). 3. "Selection" "The East" (Gould). 4. "March" "The American Guard" (Gould). 5. "Fantasia" "The Maritima" (Wallace). 6. "Selection" "Don Vivaldi" (Gould). "God save the Queen."

A PARTY of Boers seeking a missing ambulance wagon came upon a detachment of our troops. Three of them approached and asked if "Tommy" would give them some water. "Yes," said Mr. Atkins, "if you will say, God save the Queen!" The Boers hesitated, until one of them relieved the situation by piteously exclaiming: "Well, God save the Queen; but damn Rhodes!" They got the water.

YESTERDAY, a launch trip was given to about 400 of the *Terrible's* crew under the auspices of St. Peter's Church Mission. The party left Pender's Wharf shortly after noon in the commodious launch *Dragon*, of the P. and O. Company, and *Tow*, belonging to Messrs. Butterfield and Swire. A stop was made at Deep Bay, where sports were indulged in, and tea was served in the Brickworks. In spite of the rain, an enjoyable afternoon was spent.

THE agents of the Chinese Eastern Railway Company, Messrs. Siemens & Co., have received information that the steamer *Ussuri* formerly the *Hohen-oller* lately belonging to the Norddeutscher Lloyd, but sold by them about six months ago, is reported to have been totally wrecked off the island of Saghalien. The Agents anticipate more particulars in a few days. The *Ussuri* was formerly for a great number of years employed on the run between here and Japan.

TO-DAY being the fifth-day of the fifth moon is being observed with the customary ceremonies, and the Dragon Boat was seen this morning about 10 a.m. running through the harbour at "Sausan" speed, accompanied by the usual musical howls emanating from the Chinese instruments and throats. It seemed heathenish, yet we cannot help saying that there was a vividly rhythmic effect produced by the consonance of the musical instruments and the timely rowing of the modern triremes.

THE following is the programme of music to be played by the Band of the Royal Welch Fusiliers at the Officers' Mess, Murray Barracks, to-night, commencing at 8 p.m.:

1. "March" "The Light Cavalry" (Bouffesse). 2. "Overture" "The Light Cavalry" (Bouffesse). 3. "Selection" "The Light Cavalry" (Bouffesse). 4. "March" "The Light Cavalry" (Bouffesse). 5. "Selection" "The Light Cavalry" (Bouffesse). 6. "Selection" "The Light Cavalry" (Bouffesse). 7. "Selection" "The Light Cavalry" (Bouffesse). 8. "Selection" "The Light Cavalry" (Bouffesse). 9. "Selection" "The Light Cavalry" (Bouffesse). 10. "Selection" "The Light Cavalry" (Bouffesse). 11. "Selection" "The Light Cavalry" (Bouffesse). 12. "Selection" "The Light Cavalry" (Bouffesse). 13. "Selection" "The Light Cavalry" (Bouffesse). 14. "Selection" "The Light Cavalry" (Bouffesse). 15. "Selection" "The Light Cavalry" (Bouffesse). 16. "Selection" "The Light Cavalry" (Bouffesse). 17. "Selection" "The Light Cavalry" (Bouffesse). 18. "Selection" "The Light Cavalry" (Bouffesse). 19. "Selection" "The Light Cavalry" (Bouffesse). 20. "Selection" "The Light Cavalry" (Bouffesse). 21. 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THE GYMKHANA.

The following is the programme of the second Gymkhana Meeting, 1900 season, to be held on the Happy Valley and Race Course on Saturday, 2nd June, 1900 (weather permitting). Under the patronage of His Excellency Sir Henry Arthur Blake, G.C.M.G.; His Excellency Major General Gascoigne, C.M.G.; Commander F. Powell, R.N.

Committee:—W. A. Cruickshank, Esq.; The Hon. C. P. Chater, C.M.G.; R. M. Gray, Esq.; M. Grote, Esq.; Capt. E. L. Berger, R.N.; T. F. Hough, Esq.; The Hon. J. J. McKie, Esq.; The Hon. F. H. May, C.M.G.; J. McKie, Esq.; G. C. Mosson, Esq.; G. H. Potts, Esq.; F. J. Walwyn, Esq., R.N.F.; Capt. Des Voeux, R.E.; Capt. Loring, R.A.; Lt. Col. The O'Gorman, Commander Henderleath, R.N.; W. J. Gresson, Esq.; Hart Buck, Esq.

Judges:—M. Grote, Esq.; Hon. J. J. McKie, Esq.; R. M. Gray, Esq.

Handicappers:—The Hon. C. P. Chater, C.M.G.; J. McKie, Esq.

Starter:—T. F. Hough, Esq.

Timekeepers:—G. H. Potts, Esq.

Clerk of the Scales:—Lt. Col. The O'Gorman, D.C.M.G. (A.)

Hon. Treasurer:—W. A. Cruickshank, Esq.

Hon. Secretary:—Capt. Loring, R.A.

By kind permission of Major Morris and Officers of The Royal Welch Fusiliers, the Band of the Regiment will attend.

1st Sadding Bell, 4.15 p.m.

EVENTS.

FIVE FURLONG RACE.—For all China ponies. Weight for inches with 2 lbs. added. *Head* file polo ponies and subscription griffins this season, allowed 5 lbs. for 3 wins, 10 lbs. for 2 wins, 5 lbs. for 1 win. First prize presented, 2nd prize, \$20. Entrance \$3.

Mr. Hart Buck's Despair, 1st 3lb.
Mr. Hart Buck's Impala, 1st 3lb.
Mr. C. H. Potts' Tossin, 1st 3lb.
Mr. G. H. Potts' Denon King, 1st 3lb.
Mr. W. A. Cruickshank's Black Rose, 1st 3lb.

HURDLE RACE.—Down the straight, 10 flights of hurdles. For all China ponies. Catch weights over 11 stone. Previous winners of a Steeplechase penalized 9 lbs. Two prizes from Gymkhana Fund. Entrance \$2.

Mr. F. J. Walwyn's Landspecht.
Mr. G. H. Potts' Pirate King.
Hon. J. J. McKie's Digby Grand.
Mr. W. J. Gresson's Curbie.
Mr. R. L. Johnson's Wizard.
Mr. R. D. Anderson's Sea Fog.

LADIES' NOMINATION.—Gentleman will start from One Mile Post on pony with an envelope given him by the judges containing the name of some well-known popular air, ride to his Nominator opposite the winning post and whistle the tune to her. The lady will write the name of the tune on a piece of paper, enclose it in an envelope, hand it to gentleman who will ride to judges with it. First past judges with correct answer to win. Two prizes from Gymkhana Fund.

Mr. Walwyn, nom. by Miss Powell.
Mr. Mulliken, nom. by Miss Peirson.
Mr. Cruickshank, nom. by Miss Hartigan.
Mr. Johnson, nom. by Mrs. Widman.
Capt. Gwynne, nom. by Mrs. Morris.
Mr. Anderson, nom. by Mrs. Long.

POLY SCURRY.—From 14 Mile Post in. Catch weights over 11 stone. *Head* file polo ponies; that have been played regularly up to date, (weather permitting) and not trained on the Course. Two prizes from Gymkhana Fund. Entrance \$2.

Capt. Richard's Subsidy.
Capt. Loring's Office, 1st 3lb.
Mr. Mulliken's Tinty, 1st 3lb.
Mr. Thornhill's Reserve, 1st 3lb.
Mr. Walwyn's Landspecht, 1st 7lb.
Mr. Walwyn's Bear, 1st 7lb.

LADIES' NOMINATION.—Despatch Race. Gentleman A. will start from Winning Post, runs on foot about 100 yards to Gentleman B. B. will ride on pony round course to 11 Mile Post, dismount and get on a bicycle, ride to about 100 yards of Winning Post, hand despatch to Nominator, who will be wheeled in past Winning Post in a rickshaw by A. Three prizes from Gymkhana Fund. Competitors to provide themselves with rickshaws.

Miss Powell. Mr. Walwyn.
Miss Koe. Mr. Mulliken.
Miss Potts. Mr. George Potts.
Mrs. Widman. Mr. Rotherham.
Miss Tatts Koe. Capt. Gwynne.
Mr. Geiger.
Mr. Thornhill.
Mr. Cruickshank.
Mr. Johnson.
Mr. Anderson.

ONE MILE HANDICAP.—For all China ponies. First Prize presented, by Hon. J. J. McKie, Esq.; 2nd prize, \$20. Entrance \$3.

Mr. R. Wildman's Thistle, 1st 11lb.
Mr. Hart Buck's Despair, 1st 11lb.
Mr. Hart Buck's Impala, 1st 8lb.
Capt. Richard's Subsidy, 1st 3lb.
Mr. G. H. Potts' Forest King, 1st 3lb.
Mr. G. H. Potts' Tossin, 1st 3lb.
Mr. G. H. Potts' Denon King, 1st 3lb.
Mr. Cruickshank's Black Rose, 1st 12lb.

A NEW FIELD MARSHAL.

The Queen has approved the promotion of General Sir Neville Chamberlain, G.C.B., G.C.S.I., late of the Bengal Infantry, to the rank of Field Marshal, in the vacancy caused by the death of Sir Donald Stewart, G.C.B. The new Field Marshal joined the Indian Army as long ago as February 24, 1837. His war services commenced with the Afghan war, 1839-42, during which he was attached to Christie's Corps of Irregular Cavalry. He was present with the Governor-General's Bodyguard at the battle of Maharajpore, December 29, 1843, for which he received the bronze star. He served in the Sikh war of 1848, including the actions of Chillianwallah and Goojerat (medal with two clasps). At Delhi, during the Mutiny, he was Adjutant-General of the besieging army, and was severely wounded in the sortie of July 18, when he was carried to his tent by his orderly officer, Mohammed Hyat Khan, who afterwards served under Lord Roberts. For his Mutiny services he was made a C.B. and Aide-de-Camp to the Queen. When in command of the Punjab Frontier Force he led several expeditions against the frontier tribes. General Chamberlain was severely wounded during the Arnhem expedition. In 1875 he was appointed to the command of the Madras army, and three years afterwards he was selected by Lord Lytton to proceed on a mission to Afghanistan. The refusal of the Amoy Shere Ali to receive the British envoy led to the last Afghan war. After holding for a time the post of Military Member of Council, Sir Neville Chamberlain, who had been created a K.C.B. and K.C.S.I., retired, in 1886, from the service.

Visitation. You like being in gaol? Mercy? What are you in for? No. 13. "Bigamy—three wives!"

TACTICS AND THE BATTLE.

That the experiences gained during the present campaign have brought about an entire revolution in tactics is undeniable. But it is nevertheless equally true that no lessons have been learned which ought not to have been already familiar to every thinking soldier. Things which some foresaw have actually occurred, and the fact that wisdom has become more widespread, after the event, is too generally mistaken for the proper appreciation of veritable novelties. A little consideration of the circumstances in which any of our defeats or checks were sustained, will suffice to show that had the Boers been armed with Sniders, the results would probably, in very many cases, have been the same, even though we ourselves had been employing Lee-Metfords. It is theoretically impossible for soldiers who are human beings to storm reasonably well-selected positions held by unshaken troops, armed with even the most inferior breechloaders, and in actual practice the impossibility has proved almost equally absolute. The lamentable losses that we have sustained, as well as the want of success that for so long prevailed, in spite of regimental heroism, are both due to the fact that practical efficiency in actual command of troops in the field has seldom proved equal to the theoretical qualifications demanded and exhibited in examinations for promotion. Handling troops at Aldershot as some of our commanders have handled them in South Africa, the major aspiring to a certificate of "Tactical Fitness," would assuredly and justly be ploughed by the examiners. That the theoretically impossible has frequently been achieved in actual war is perfectly true; but military history teaches us that in these cases accident rather than the skill of the commander has been responsible for such fortunate results. As events, a habit of forming military axioms has not yet been numbered amongst the characteristics of any great captain.

During the present war our generals have, time after time, attempted what even so commonplace a mentor as the drill-book declares to be impossible. The finest battalions in the world have been launched to the attack of positions held by troops armed with modern rifles, whose ability to use their weapons had been unimpaired by previous losses or present danger. The consequence to the attackers has invariably been disastrous. In some cases the assault has been pushed home, and the position has been carried in spite of a tale of casualties quite out of proportion to the value of the immediate success achieved, but in too many others the result has been an absolute and complete failure.

The difficulty now as heretofore, is that of correctly perceiving the opportune moment. It is manifestly unsafe to rely upon the desired result having been produced merely because the enemy has been shelled with a certain severity during a certain period of time, and the problem involved has become more than ever complicated, owing to increased range hindering the accurate observation of fire-effect. For this reason an attack which was perfectly feasible forty years ago became perilous twenty years later and has become impossible now. It is clear that in order to eject a defender from his position the only alternative to starving him out by a prolonged siege or turning his flanks, is to deliver an assault. Across open ground, in daylight, an assaulting column cannot pass, unless the previous success of the preparatory attack has been so complete that the mere moral effect of the final advance is sufficient to ensure the precipitate retreat of the surviving defenders. Assaulting columns have by no means been rendered obsolete by modern weapons, but their *raison d'être* has been altered in the majority of cases. The time-honoured idea of charging a position and carrying it by sheer weight of numbers in face of determined resistance must in future be abandoned, except in cases where the attackers have been enabled, by sniping or otherwise, to gain a firm footing within a couple of hundred yards of the line of defence. Or, upon the other hand, if the defenders have been so utterly demoralized that they are afraid to quit cover, even to run away, then indeed an assault upon their position will be justified in order to compel them to do so. The fact that, for example at Elandsfontein, Aldershot assaults have succeeded during the present war, does not in any way disprove the present assertion that such are now theoretically impracticable. At Elandsfontein the defenders were weak in numbers, and their line of defence was brought under a tremendous cross-fire from the frontal and flank attacks. Moreover, the superlative courage of the Devons and other troops engaged was quite abnormal. Success was consequently achieved, but at such prohibitive cost that few should be encouraged to undertake similar enterprises.

The lessons that the British Army has paid so high a price for having brought home to it during this war seem to be the following; and it is curious to note that none of them are such as might not have been foreseen, whilst many of them were actually provided for, in anticipation, in our text-books—

1. The number of men required to cover a given frontage whether in attack or defence, is very much smaller than formerly. This is to be attributed more to the use of smokeless powder having the effect of deceiving the adversary than to the increased range or accuracy of the weapons employed.
2. It is more than ever difficult to determine whether the defenders have actually been demoralized by fire, or are merely lying quiet awaiting the onset of the attacker's infantry. Hence the importance of "counterposition" is more than ever apparent. The drill book advocates the disposition of the "Third Line" in a "defensive position" to cover a possible retreat, but its precepts under this head are seldom respected. In future the counterposition will be utilized as a sort of battering ram, in addition to remaining, as before, a rallying point. Thus the counter-position will at first represent merely a *pié de terre* at a distance, but will gradually be pushed forward until it becomes a series of interlocking lines having offensive as well as defensive value.
3. The object of the defender in the future will be so to disguise his real position by false flanks and advanced positions, that the attacker shall if possible be actually prevented from even coming to close grips with the real defence.
4. The attacker will in future seldom commit himself to an attack, as we have hitherto understood the term, but devote himself rather to rendering the defender's position untenable. When the latter is compelled to quit his position, then the attacker should find his opportunity to destroy him. In short, the first step towards carrying a position is to take up a counter-position and proceed gradually to improve it to the detriment of the adversary. The latter operation will generally include night assaults upon various localities. The attacker will close upon his opponent slowly by sniping and partly by seizing opportunities of gaining ground by day as well as by night, and his object will be to obtain positions from which to bring cross-fire upon those held by the enemy, and to threaten or assail his communications.
5. The effects of artillery, more especially against troops under cover, seem to have been greatly over-estimated. Even the influence of high explosives has been distinctly disappointed.

Justice with the limping foot (due, no doubt, to the quality of military shoe-leather) has at last succeeded in overtaking some six-and-thirty of the rebellious Dutchmen of Cape Colony. Many weeks have elapsed—so many that we have positively forgotten the precise date of the affair—since Colonel "Phe," moving westward to Sunnyside, caught these six-and-thirty, with arms in their hands, in open rebellion, and he had been a German officer, the rebels would have shot his prisoners immediately on obtaining satisfactory proof of their legal position as German subjects; but "Crummles" is not a Prussian, and so the thirty-six (about whose rebellion there never was a shadow of a doubt) were sent down to Cape Town for trial, and have now actually been tried, convicted, and sentenced. There is an exemplification of the measure of respect in which the Cape Dutch hold the intelligence of the British in that counsel for the prisoners should actually have asked for a postponement of the trial in order to obtain the evidence of witnesses now ready to fight with the Boer forces. If one just steps back some six thousand miles to get a proper view of that request, its colossal impudence fairly takes one's breath away; but at Cape Town it seems to be regarded as quite natural that men charged with being rebels should refer for certificates of loyalty to men actually fighting in the enemy's ranks. Counsel, indeed, was so virtuously indignant at the refusal of the judge to consent to a postponement that he threw up his brief, and the prisoners, refusing to plead, duly posed themselves in the attitude of martyrdom. They have been treated with a leniency which they, doubtless, expected, but which they certainly did not deserve. Imprisonment for five years or three (to say nothing of the short terms for the lads under age) is but a flea-bite when considered in relation to the magnitude of the offence. Besides, the leniency of these sentences is thrown into stronger relief by their contrast with what happened to the unlucky Johannesburgers who were sentenced to death, were actually imprisoned, and fined £25,000 each for only inciting to rebellion, and that under intolerable provocation. Taking then, all the facts into consideration, we imagine that not even the most convinced believer in the sacred right of our Dutch subjects to rebel with impunity will venture to say that the sentences passed on the Sunnyside rebels are savagely vindictive.

So far are we from desiring to see full justice enforced, even against the worst of such offenders, that we should be quite content to know that a similar punishment would be meted out, swiftly and surely, in like cases upon lawful conviction. But the time which it has taken to deal with this first batch militates against

the hope of speedy procedure in the future; and the peculiar circumstances of the co-existence of the two white races in Cape Colony must in some quarters render suspect all proceedings before local tribunals. It is, in fact, too much to expect British South Africans to quit, or Dutch Afrikaners to condemn, a Dutchman charged with rebellion. The burden of dispensing even-handed justice in such cases is too heavy to be fairly laid either upon the judges or juries of Cape Colony. Here, if ever, is a case for the intervention of that Imperial impartiality which is guaranteed by those six thousand miles of watery waste which, though they sometimes make our vision of events in South Africa less clear, at least tend to make it more unprejudiced. As we have already urged, and as "A Loyal South African" suggested in our columns yesterday, what is wanted is the appointment of a strong Commission such as would command the respect and confidence of all the best elements on both sides. In spite of the fact that it is not desirable to weaken either the number or the capacity of the Bench at home at a time when the cry is for more judges, it is obvious that the head of such a Commission ought to be a high judicial personage. A Lord Justice of Appeal, such as, for example Lord Justice Romer, or Lord Justice Henn Collins, would be the man. Either of the two eminent judges named could be implicitly trusted to perform a difficult task with intelligence and impartiality, with dignity and despatch. At this juncture, too, when the question of judicial procedure is exercising important influence upon the development of Imperial Federation, the spectacle of an Imperial Commission dealing impartially justice in a colonial crisis of exceptional difficulty and delicacy would be calculated to enhance the dignity of the home judiciary in colonial eyes, which is, obviously, much to be desired in the present position of the scheme of Australian Federation. Above all we need to our loyal fellow-subjects whose patience has been too long and too hardly tried, to deal swiftly and strongly with the traitors who have wronged them; and the best means to that end will be found in the appointment of such a Commission as we have suggested.—P. M. G. Gazette.

6. For field guns great range is quite as important as mobility, and something of the latter must, if necessary, be sacrificed in order to ensure the former. An army suffers under very serious disadvantages if its artillery be even slightly inferior in range to that of the adversary. It is demoralizing to receive fire without power to return it. On March 8 a Boer 9-pounder on the Lecur Kop, near Poplar Grove, was pitching shells quite easily amongst our three naval 12-pounder 4.5. guns, whilst the latter were unable to reply effectually owing to the enemy's being beyond their range.

7. The state of mobile infantry has been finally established, and Great Britain, in taking the lead in this direction amongst European Powers, has been wrong only in her failure to adopt the system more extensively. The question whether infantry should ride or should be carried in conveyances is an open one. Probably in a country where roads are bad or non-existent, the certainty and comparative rapidity of locomotion conferred by mounting the men on horses or ponies will compensate for the reduction in fighting strength occasioned by the necessity to have horseholders. Mobility, the key to successful maneuvering, and obviously the greatest advantage when opposed by an adversary who is otherwise conveyed and at a faster pace.

8. Dissemination of forces is incompatible with the always difficult task of wresting the initiative from a hitherto successful adversary. The proper course is to ignore all secondary issues, and concentrate great strength upon some special and unmistakable objective which the enemy will be compelled to contest with his might. Relegated garrisons and over-matched containing columns will surely be relieved from pressure by the mere fact that a formidable force has adopted an aggressive attitude against some interest which is vital to the adversary. For example, an earlier move against Bloemfontein would have effected the relief of Kimberley and Ladysmith without the need for wasting a single man in direct attempts in either direction. The best way of defending yourself generally and locally is to transfer the causes for anxiety from yourself to your adversary, by means of a strong and judiciously selected counter-blow. 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Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS,"
Captain Dickens, will be despatched as above
TO-MORROW, the 2nd instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st June, 1900. [511b]

DOUGLAS STEAMSHIP COMPANY.
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Hodgins, will be despatched for the
above Ports, TO-MORROW, the 2nd instant,
at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 1st June, 1900. [710b]

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND
PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as
above TO-MORROW, the 2nd instant, at
Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVIGATION
COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st June, 1900. [598b]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above
TO-MORROW, the 2nd instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st June, 1900. [685b]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MOJI AND KOBE.

THE Steamship

"AUSTRALIAN,"
Captain P. Helms, will be despatched for the
above Ports, on TUESDAY, the 5th June,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th May, 1900. [704b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above
on FRIDAY, the 8th June.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on
FRIDAY, the 8th June.
The attention of Passengers is directed to
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For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

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Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
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FOR MANILA.

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For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

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Captain Nelson, will be despatched on
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Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above
TO-MORROW, the 2nd June, at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The Vessel is fitted throughout with
Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th May, 1900. [687b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HUNAN,"
Captain Frazier, will be despatched as above
TO-MORROW, the 2nd June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st May, 1900. [711b]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSU MARU,"
Captain H. Nagata, will be despatched for the
above Ports, on SUNDAY, the 3rd June,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th May, 1900. [45]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR
SINGAPORE, COLOMBO AND BOMBAY.

(Taking Cargo at through Rates to
PERSIAN GULF, BLACK SEA, LEVANT AND
ADRIATIC PORTS.)

THE Company's Steamship

"INDIA,"
Captain A. Martinovich, will be despatched as
above on MONDAY, the 4th June, P.M.
Europe Cargo is transhipped at Bombay in
close connection.
For information as to Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 29th May, 1900. [609b]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain G. J. Blackland, will be despatched for the
above Port, on THURSDAY, the 7th June,
at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
General Managers.
Hongkong, 31st May, 1900. [713b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above
on THURSDAY, the 7th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [693b]

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARI,"
Captain Krobbe, will be despatched as above
on or about SATURDAY, the 9th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th May, 1900. [652b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"
Captain Quill, will be despatched as above
on TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th May, 1900. [680b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"
Captain Nish, will be despatched on
TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1900. [570b]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain J. Saito, will be despatched for the
above Ports, on WEDNESDAY, the 13th June,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th May, 1900. [705b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

THE Company's Steamship

"DIOMED,"
Captain Goodwin, will be despatched as above
on WEDNESDAY, the 13th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [696b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 6th June.
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 27th June.
EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close
connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-
Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 29th May, 1900.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin 4,421 A. Jackson June 10
Glenogle 3,750 W. Frakes July 5
Queen Adelaide 2,832 E. McNair July 25
Duke of Devon 3,821 J. S. Cox July 28

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Brasmar 3,601 W. Watt June 9
Argyll 2,997 S. Thomson June 30
Monmouthshire 2,874 J. Kennedy Aug. 4
Brasmar 3,601 W. Watt Aug. 25

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tur-
bles. Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.
Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.
For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 29th May, 1900. [64]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Belgian King 3,379 Tuesday June 12
Thyra 3,812 about July 20

THE Steamship

"BELGIAN KING,"
will be despatched for MOJI, KOBE, YOKO-
HAMA, SAN DIEGO & SAN FRANCISCO,
on TUESDAY, the 12th instant.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 1st June, 1900. [528]

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 19th June, at Noon.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained on application.

Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent.
Hongkong, 29th May, 1900. [6]

THE Company's Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 9th June, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

*RIOJUN MARU { VICTORIA, B.C. and SEATTLE, } MONDAY, 4th June, at
J. W. Ekstrand { U.S.A., via SHANGHAI, MOJI, KOBE } 4 P.M.
and YOKOHAMA

HITACHI MARU { KOBE and YOKOHAMA } FRIDAY, 8th June, at
G. Anderson Daylight.

AWA MARU { MARSEILLES, LONDON & ANT- } WEDNESDAY, 13th June, at
N. Trenn { WERF, via SINGAPORE, PENANG, } Daylight.
COLOMBO and PORT SAID

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 28th May, 1900. [6]

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LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
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PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

*SARNIA HAVRE and HAMBURG. 6th June Freight and
Fuchs (LONDON with transhipment in HAMBURG) June Passage.

SAMBIA HAVRE and HAMBURG. About 23rd June Freight.
G. Schmidt (LONDON with transhipment in HAMBURG) June

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Ostermann (via SUEZ CANAL) June

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hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
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the foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
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some of the more trying complaints of this
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affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin of
health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion,
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sequences arising from early error, excess
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

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world. Price in England 2/6 and 4/6. In order-
ing, the purchaser should state which of the
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affixed to every genuine package by order of
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Little, Master Volpicelli, Madame
Mumford, Mr. N. Wright, Mr. and Mrs.
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The Share Market.

LATEST QUOTATIONS.

(June 1st.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shang- hai Banking Cor- poration.....	\$125	317 1/2 premium
The Bank of China & Japan, Limited— (Preference).....	£ 5	Nominal
The Bank of China & Japan, Limited— (Ordinary).....	£ 4	41 buyers.
The Bank of China & Japan, Limited— (Deferred).....	£ 1	43.5 buyers
National Bank of China, Ltd.....	£ 8	27
Do. Founders.....	£ 1	20

Marine Insurance.		
Union Ins. Society of Canton, Ltd.....	\$ 50	\$260
China Traders' Ins. Co., Ltd. (Pref.).....	\$ 25	\$54
North China Ins. Co., Ltd.....	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.....	£ 60	\$121
Canton Ins. Office, Ltd.....	\$ 50	\$130
Straits Ins. Co., Ltd.....	\$ 20	\$1

Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.....	\$ 50	\$295
China Fire Ins. Co., Ltd.....	\$ 20	\$80

Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.....	\$ 15	\$394
Indo-China Steam Navigation Co., Ltd. China & Manila S.S. Co., Ltd.....	£ 10	\$91
China S.S. Co., Ltd.....	\$ 50	\$100
Douglas Steamship Co., Ltd.....	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.).....	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.).....	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.).....	£ 5	£5
Star Ferry Co., Ltd.....	\$ 10	\$18 ex div.
"Shell" Transport & Trading Co., Ltd.....	£ 100	£300

Refineries.		
China Sugar Refining Co., Ltd.....	\$100	\$125
Luxon Sugar Refining Co., Ltd.....	\$100	\$37

Mining.		
Punjom Mining Co., Ltd.....	\$ 7	\$6.20
Punjom Mining Pre- ference Shares.....	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin.....	Fcs. 250	\$300
Quehu Mines, Ltd.....	25 cts.	\$0.18
Jeheu Mining and Trading Co., Ltd.....	\$ 5	\$121
Raub & Allan, Gold Mining Co., Ltd.....	15s. 10d.	\$8
Oliver Freehold Mines, Ltd. A.....	\$ 5	\$4
Oliver Freehold Mines, Ltd. B.....	\$ 41	\$31

Docks, Wharves and Godowns.		
Hongkong & Wham- poa Dock Co., Ltd. Hongkong and Kow- loon Wharf & Go- down Co., Ltd.....	\$125	485 1/2 premium buyers
Wanchai Warehouse & Storage Co., Ltd. New Amoy Dock Co., Ltd.....	\$ 37	\$54 buyers

Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd. Hongkong Land In- vestment & Agency Co., Ltd.....	\$ 50	\$9.90
Kowloon Land and Building Co., Ltd.....	\$ 30	\$26
West Point Building Co., Ltd.....	\$ 50	\$48
Hongkong Hotel Co., Ltd.....	\$ 50	\$120
Humphrey's Estate & Finance Co., Ltd.....	\$ 50	\$10.75

Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. Ewo Cotton Spinning & Weaving Co., Ltd. International Cotton Mfg. Co., Ltd.....	Tls. 100	Tls. 65
Luoi-tung-mung Cot- ton Spinning & Weaving Co., Ltd.....	Tls. 100	Tls. 63
Soy Chee Cotton Spin- ning Co., Ltd.....	Tls. 100	Tls. 70
Yahloong Cotton Spin- ning Co., Ltd.....	Tls. 100	Tls. 57

Miscellaneous.		
Green Island Cement Co., Ltd.....	\$ 10	\$201
China-Borneo Co., Ltd. A. S. Watson & Co., Limited.....	\$ 15	\$23
Watkins, Limited.....	\$ 10	\$10.25
Hongkong Electric Co., Limited.....	\$ 10	\$11.75
Hongkong Electric Co., Limited.....	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.....	£ 16	\$135
Hongkong Rope Ma- nufacturing Co., Ltd. Geo. Fenwick & Co., Ltd.....	\$ 50	\$170
H'kong Ice Co., Ltd. H'kong High Level Transys Co., Ltd.....	\$ 25	\$48
Tebrau Planting Co., Ltd.....	\$ 100	\$165
Dairy Farm Co., Ltd. Hongkong and China Bakery Co., Ltd.....	\$ 50	\$5 buyers
Campbell, Mure and Co., Ltd.....	\$ 10	\$16
Bell's Asbestos East- ern Agency, Ltd.....	£ 1	\$1 buyers
United Asbestos Oriental Agcy., Ltd. United Asbestos Oriental Agcy., Ltd. Cannichell & Co., Ltd. Tebrau Planting Co., Ltd.....	\$ 4	\$8
	\$ 10	\$11
	\$ 20	\$8
	\$ 5	\$5
	\$ 4	\$4

Benjamin, Kelly & Potts, Share Brokers.		
Telephone Address—	"Rialto."	
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EXCHANGE.

Hongkong, June 1st.	
ON LONDON, Telegraphic Transfer 1/11 7/16	
Bank Bills, on demand 1/11 7/16	
Credits, 1 month's sight 1/11 7/16	
" 4 months' sight 1/11 7/16	
ON HAMBURG, (demand) M. 2.00	
ON PARIS, Bank Bills, on demand 2.46	
Credits, 1 month's sight 2.50	
ON NEW YORK, Bank Bills, on demand 47 1/2	
Credits, 30 days' sight 48 1/2	
ON SHANGHAI, Telegraphic Transfer 146 1/2	
Private, 30 days' sight 72 1/2	
ON YOKOHAMA, T.T. 31 per cent. prem.	
Overseas, Bank's Buying Rate 51 1/2	
Gold Bar 100 touch, per tael 27 9/16	
Bar Silver 14 per cent. prem.	

OPIUM QUOTATIONS.

Hongkong, June 1st.	
New Patna 995	per chest.
Old Patna 1060	
New Benares 1005	
New Malwa 1005	per picul.
Old Malwa 1005	
Persian, paper tied 1005/50	

VESSELS IN PORT.

Steamers.

AIRLINE, British steamer, 2,500, St. John George	
26th May—Kobe 21st May, and Moji	
22nd General—Gibb, Livingston & Co.	
ANNA, Austrian steamer, 1,317, A. G. Consulich	
30th May—Canton 30th May, Ballast—	
Sander, Wieler & Co.	
AUSTRALIAN, British steamer, 3,000, P. T.	
Helms, 26th May—Sydney 30th April,	
Brisbane and May, Townsville 5th, Cairns	
6th, Thursday Island 10th, Port Darwin	
16th, Dili (Timor Id.) 18th, and Manila	
26th, General—Gibb, Livingston & Co.	
AVR, British steamer, 1,955, W. H. Gibson	
25th May—Kuchino 20th May, Coal—	
Mitsui Bussan Kaisha	
CHANGHAI, British steamer, 1,463, T. Moore	
30th May—Sydney 1st May, Thursday Id.	
10th, Port Darwin 13th, and Manila 27th,	
General—Butterfield & Swire	
CHOWFA, British steamer, 1,055, J. Williamson	
25th May—Bangkok 18th May, Rice and	
Wood—Yuen Fat Hong	
CHWINSIAN, British steamer, 1,281, J. F.	
Messer, 31st May—Saigon 27th May,	
Rice and Meal—Bradley & Co.	
DEVAWONGSE, British steamer, 1,057, R. Curtis	
17th April—Saigon 13th April, General—	
Yuen Fat Hong	
EMPRESS OF CHINA, British steamer, 3,003, R.	
Archibald, R.N., 30th May—Vancouver	
15th May, and Shanghai 27th May, Mails	
and General—C. P. R. Co.	
ESKDALE, British steamer, 1,926, R. Dower	
30th May—Moji 24th May, Coal—Dod-	
well & Co., Ltd.	
FORMOSA, British steamer, 674, A. E. Hodgins	
30th May—Sawtoe 29th May, General—	
Douglas, Laprak & Co.	
HIKOSAN MARU, Japanese steamer, 2,245, P.	
Hallstrom, 31st May—Kuchino 25th	
May, Coal—Mitsui Bussan Kaisha	
HONGKONG, French steamer, 742, Pannier	
31st May—Huphoon 30th May, and	
Hobow 30th, General—A. R. Marj	
INDEPENDENT, German steamer, 871, A. Hantz	
14th April—Saigon 3rd April, General—	
Sander, Wieler & Co.	
KACHIDATE MARU, Japanese steamer, 2,143,	
S. Fujiki, 30th May—Moji 24th May	
Coal—Mitsui Bussan Kaisha	
KUMANG, British steamer, 2,078, G. Payne	
23rd May—Singapore 17th May, General.	
Jardine, Matheson & Co.	
MACHUW, British steamer, 1,958, J. Farrell	
31st May—Bangkok 25th May, and	
25th May, General—Butterfield & Swire	
MALAYA, Russian steamer, 2,616, K. Prins	
31st May—Moji 26th May, Coal—	
Melchers & Co.	
MAUSANG, British steamer, 1,644, J. Kynock	
24th May—Sandakan 18th May, Timber—	
Jardine, Matheson & Co.	
MAZAGON, British steamer, 3,279, R. T. L.	
Cook, R.N.R., 28th May—London 31st	
May, and Singapore 23rd May, General—	
P. & O. S. N. Co.	
NANYANG, German steamer, 983, T. Schmann	
30th May—Bourbon 20th May, Sugar—	
Siemssen & Co.	
NIPPON MARU, Japanese steamer, 6,050, J. F.	
Allen, 24th May—San Francisco 25th	
April, Hongkong 25th May, Yokohama 16th,	
Kobe 17th, Nagasaki 19th, and Shanghai	
21st, Manila and General—P. & O. S. N. Co.	
PAKHOU, British steamer, 1,248, C. C. Williams	
25th May—Tongue 18th May, Ground-	
nuts—Butterfield & Swire	
RIOJUN MARU, Japanese steamer, 2,972, J. W.	
Ekstrand, 30th May—Seattle, U.S.A. via	
Shanghai 25th April, Bear and General,	
&c.—Nippon Yusen Kaisha	
SUNGKIAN, British steamer, 1,021, S. W.	
Moore, 29th May—Manila 27th May,	
Hemp and Sugar—Butterfield & Swire	
TAIYUAN, British steamer, 1,459, R. Nelson	
26th May—Melbourne 15th Feb., Sydney	
27th, Townsville 3rd Mar., Thursday Island	
8th, Port Darwin 11th, and Manila 23rd,	
General—Butterfield & Swire	
TAMUJI MARU, Japanese steamer, 1,607, K.	
Sobajima, 30th May—Amoy and Swatow	
29th May, General—Mitsui Bussan	
Kaisha	
TRITOS, German steamer, 1,033, P. Lassen	
29th May—Saigon 23rd May, Rice—	
Siemssen & Co.	
TURBUGHAN MARU, Japanese steamer, 2,559,	
Narasaki, 21st May—Kuchino 15th	
May, Coal—Mitsui Bussan Kaisha	

Sailing Vessels.

ABNEB-COBORN, American ship, 878, B. F.	
Colcord, 14th May—Moji 28th April, Coal—	
Chinese	
ESMERALDA, British schooner, 120, J. T. Har-	
rison, 14th April—Guam 26th March,	
General—Jardine, Matheson & Co.	
FRANZ, Danish bark, 358, Pedersen, 23rd April,	
Barry 5th Oct. 1899, and Anjer 12th	
Feb., Coal—E. A. Trading & Co.	
PASSEPARTOUT, Norwegian bark, 514, L.	
Gandersen, 22nd May—Frempant 15th	
March, Sandelwood—Order.	
TAM O'SHANTER, American ship, 1,432,	
Ballard, 16th May—New York 6th Jan.,	
Kerosine, Standard Oil Co.	
WM. H. SMITH, American ship, 1,800, E. C.	
Colley, 17th Mar.—New York 28th Sept.,	
Kerosine Oil—Standard Oil Co.	

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, June 1st, 1900.	
Alacrity, despatch-vessel, 1,700 tons, 10 to 6-pd.	
g. guns, 3,000 h.p., Commander C. G.	
P. M. Gadske, Wei-hai-wei.	
Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p.,	
Comdr. R. J. Stewart, Nagasaki.	
Aurora, British cruiser, 5,600 tons, Capt. E. H.	
Bayly, Wei-hai-wei.	
Barfleur, 1st class battleship, 13,000 tons, 14	
guns, 12,165 h.p., Captain G. J. S. War-	
render, Wei-hai-wei.	

<i>Bonaventure</i> , 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Commander A. H. Smith-Dorrien, R.N., Manila.
<i>Brisk</i> , British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourches Wrey, Bart., Singapore.
<i>Centurion</i> , British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Wei-hai-wei.
<i>Daphne</i> , sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Winnington-Ingram, Canton.
<i>Endymion</i> , British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
<i>Esk</i> , coast defence gunboat, 361 tons, 1 gun, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
<i>Fame</i> , twin screw, torpedo-boat destroyer, 350 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Wei-hai-wei.
<i>Firebrand</i> , 3rd class gunboat, 455 tons, 4 guns, 160 h.p., Hongkong.